

DESIGN PRINCIPLE 8

PARKING

Street level structured parking shall not front directly onto a primary street. Off-street parking shall be set back a minimum of 20 feet from property lines along all public rights-of-way, excluding lanes.

Access to parking areas for large-scale development shall be from the lane and potentially North-South Service Streets.

Why This Matters

Structured parking built to the sidewalk creates ‘dead spots’ within the downtown streetscape. Interior uses must be provided at the street level with all new structured parking.

Off-street parking for new construction should be looked at carefully if it necessitates curb cuts and sidewalk removal. Streets and sidewalks are owned by the public, and only in extreme circumstances should access to private property be permitted to limit uses of public property.

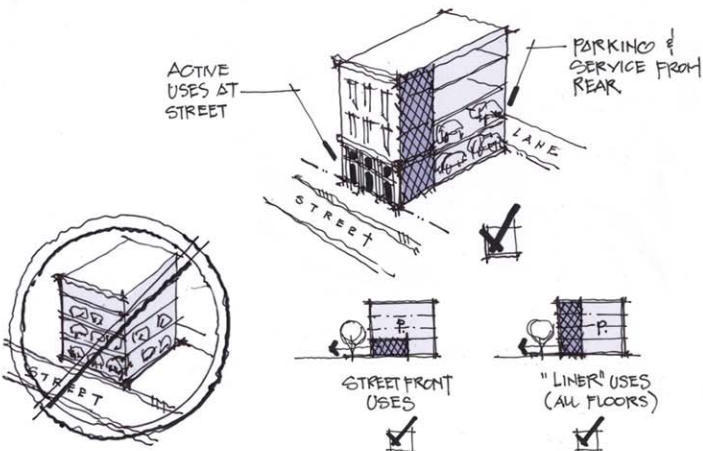
Curb cuts on primary streets made to access private parking destroy sidewalks and reduce public parking inventory along the street.

Curb cuts also compromise street trees and threaten pedestrian safety on the sidewalk.

There is question about whether it is always practical or possible to require off-street parking to be accessed from the lane. The ordinance currently states that curb cuts shall be permitted only from lanes and north-south service streets.



The absence of usable space at the street level of this parking deck eliminates pedestrian interaction.



No Street Level Structured Parking
(Fronting a Primary Street)

Structured parking refers to the storage of vehicles inside of a building.



Lane-accessed parking preserves the integrity of sidewalks along surrounding streets.



Vehicles and curb cuts should not be permitted to remove the sidewalk, eliminate on-street parking and overtake the public realm.

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Parking bays take appropriate access from the lane, preserving surrounding streetscapes.



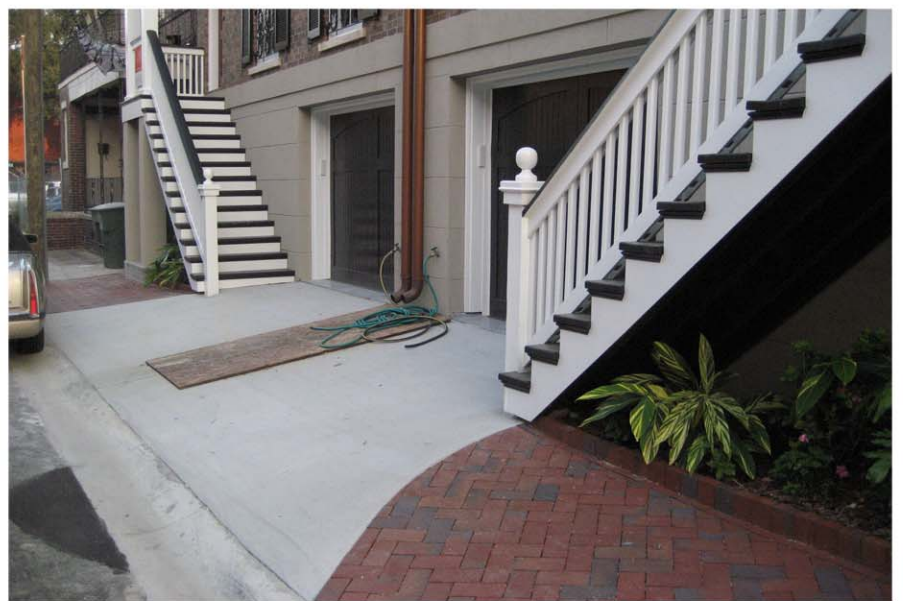
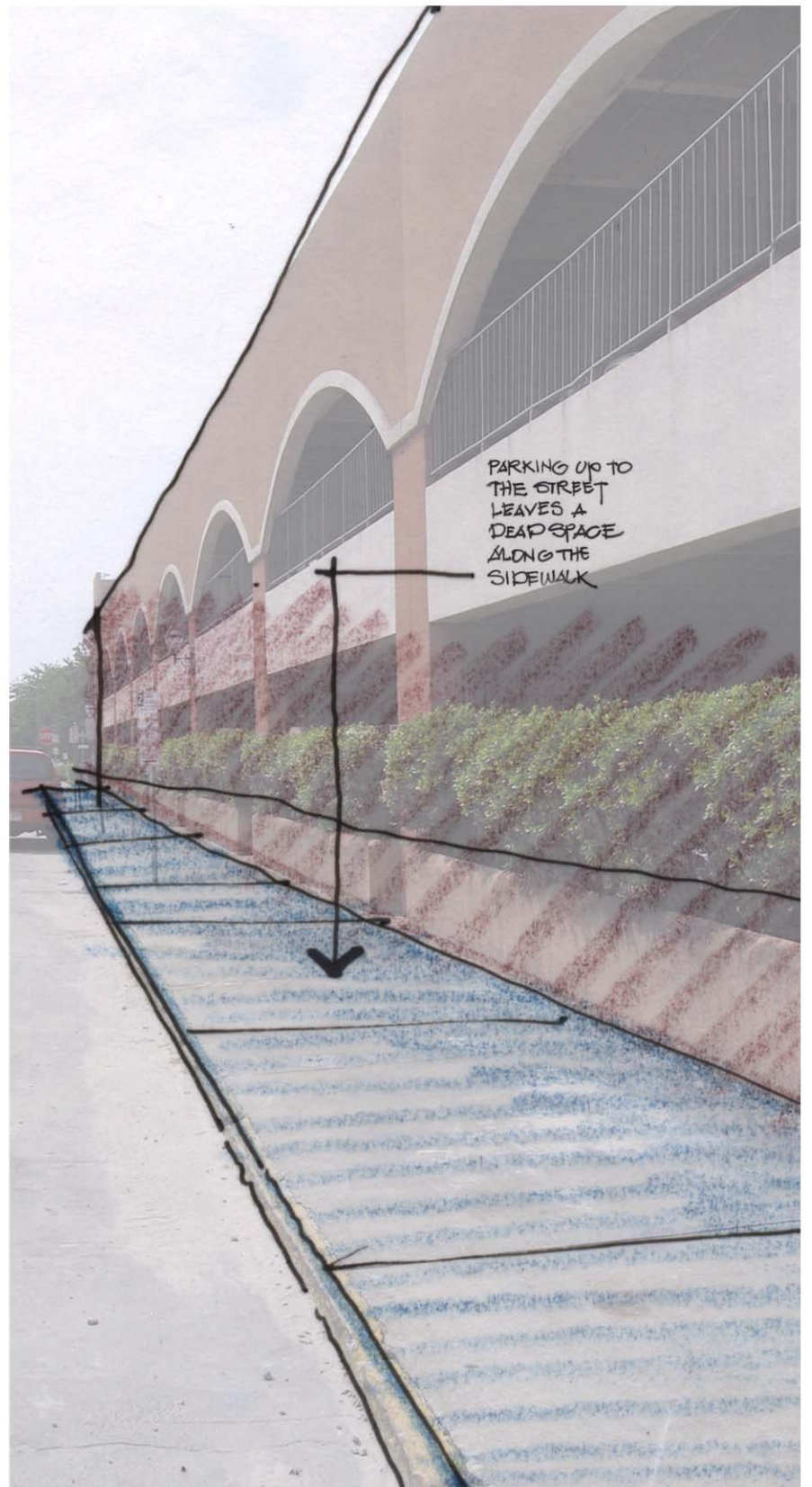
Pedestrian 'dead spot' created at street level by parking structure.



Vehicular entrance taken from north-south street allows vehicles to cross sidewalk.



Large-scale parking structure provides various office uses at the street level.



Allowing parking to take access across the sidewalk damages the public realm and reduces on-street parking inventory.